LORIMER'S PATENT DRAWING APPARATUS.

Men upon whom we might in some things rest our faith, often repeat the old proverbial saying, there is no royal road to learning, no short cut to science; daily experience, however, tends to lessen the force of this adage. Our attention is constantly being directed to systems, the object of which is to facilitate particular studies, and schemes for smoothing the rugged path of knowledge. Dr. Parris a few years since wrote a delightful little work, entitled "Philosophy in Sport made Science in Earnest," and in which he taught astronomy by means of toys. Goldsworthy Gurney, whose famous Bude light has lately been so much admired, attempted not long since to explain the phenomena of crystallization by means of beads and marbles, and Dr. Butter still more recently has removed from geometry some of its difficulties. Similar examples relating to other sciences might easily be adduced, all of them proving that as the subject of education is better understood, and new methods of imparting instruction devised, our schools will again become what they were in ancient time, and as the very word implies, places of ease and pleasure.

In accordance with the spirit of the times, Mr. Lorimer has invented a very neat, portable, and economical machine, to enable persons of moderate skill in drawing, to trace correct representations, in true perspective, of landscapes, models, &c. The instrument will be found useful by architects, artists, amateur designers, schools, teachers of drawing, and travellers, and to all others to whom a correct outline in true perspective is an object of importance. The operation is performed by tracing upon a medium of perforated paper the lines of objects.

Instructions for the Use of the Seyssel Asphalte Mastic—Claridge's Patent.—The general use of the asphaltic mastic has rendered a little work like the present indispensable, particularly to country builders and persons desirous of learning how to apply it. The causes of failure, where failure has occurred, are clearly explained, and their remedies pointed out. The instructions are short, plainly written, and illustrated by numerous woodcuts.

CHURCH-BUILDING INTELLIGENCE, &c.

New Churches.—In the charge of the Lord Bishop of Gloucester and Bristol recently delivered to his clergy, his lordship recommends a special fund to be raised for the purpose of erecting new churches in such poor districts as shall be constituted and endowed by the Ecclesiastical Commissioners for England within the present year. It is expected that the appointment of no less than ten such districts will take place, in all of which pecuniary assistance must be afforded to enable the inhabitants to build churches. His lordship has followed up his recommendation by paying into the hands of the commissioners the sum of 2,000*l.* for the furtherance of this object.

New Chapel of Ease.—We have been favoured with an inspection of a design, by T. D. Barry, Esq., of this town, architect, for the chapel of ease proposed to be built in the neighbourhood of Tangier, in the parish of Bishop's Hull. The plan, which is in the Decorative style, is worthy the well-known good taste of the designer, and we shall be glad to hear that it has been adopted. The nave of the chapel is proposed to be 40 feet by 31, and the chancel 20 by 19; the windows two-light, pointed and filled in with flowing tracery. The estimated cost of the building, complete, according to this plan, is only 900*l.*—*Taunton Gazette.*

Burton Bradstock Church.—The Rev. R. W. James, the rector, has, with his usual liberality, almost entirely rebuilt the chancel of the parish church; and has also put in a beautiful new window to correspond with the style of architecture of the sacred edifice. The work was ably done by Mr. Marshall, of Blandford.

Rebuilding of Fisherton Anger Church.—The Bishop of Salisbury has offered to contribute liberally himself, and to obtain liberal assistance from other quarters, in aid of the rebuilding, on a larger scale, the parish church of Fisherton Anger, near Salisbury.

RAILWAY INTELLIGENCE.

Kilkenny Junction Railway.—The object of this undertaking is to facilitate the communication between the towns in the county of Kilkenny and the adjacent towns and districts in the counties of Wexford and Waterford with the cities and harbours of Dublin, Limerick, and Cork, by forming a railway from the commercial and manufacturing city of Kilkenny to the Dublin and Cashel Railway, near Abbeyleix. The towns thus convenienced in their communication with Kilkenny and the cities and harbours of Dublin, Limerick, and Cork, are New Ross, Innistiogue, Thomastown, Knocktopher, Kells, Callan, Ballyraggett, Castlecomer, Freshford, Johnstown, Urlingford, Durrow, Ballinakill, Clough, Abbeyleix, Ballyroan, &c. &c., which, with the extensive and populous districts in their respective vicinities, contain a population of upwards of 300,000. The length of line is 26¼ miles, and the engineers are Charles Vignoles, Esq., and Messrs. Leahy and Carter.

Proposed junction of Railways.—The surveyors appointed to inspect and survey the proposed line of railway between the Bricklayers' Arms station of the Dover, Brighton, and Croydon Railway and Nine Elms, with a view of forming a junction with the South-Eastern and South-Western Railways (and which it is proposed shall include approaches from Hungerford, Waterloo, and Westminster bridges, with a view to the general convenience of the public), have been very active for several days past in the neighbourhood of the Surrey side of those bridges, and particularly the New-cut, York-road, and its immediate vicinity, in laying out and inspecting the property through which the proposed line passes, preparatory to the intended application to Parliament for an Act to carry out the intentions of the company.

Lynn and Dereham Railway.—It is proposed to commence this railway at the terminus of the Lynn and Ely railway at King's Lynn, and proceed thence, by way of Swaffham, to East Dereham, forming there a junction with such of the lines now in contemplation for connecting that town with the city of Norwich, as shall receive the sanction of Parliament. The line will connect the western division of the county of Norfolk with the city of Norwich and the ports of Lynn and Yarmouth, and, by means of the railways at each extremity, with all other parts of the kingdom. The length of line is twenty-six miles, and the engineer John Urpeth Rastrick, Esq.

Cornwall Railway from Plymouth to Falmouth.—The object of this undertaking is to connect the port of Falmouth with the naval station at Plymouth, and by the South Devon and Bristol and Exeter Railways, with Bristol, where the great lines of railway communication with the metropolis and the north of England now meet, and thus to bring Falmouth, the most westerly port in the Channel, within eleven hours of London, and fourteen hours of Liverpool and Manchester. The engineer is Captain W. S. Moorsom.

Tottenham and Farringdon-street Railway.—This railway is proposed to commence from the Eastern Counties (Cambridge line), near the Seven Sisters at Tottenham, and passing near the City-road-basin of the Regent's-canal, proceed to a terminus at Farringdon-street, thus affording by means of the improvements now in progress or projected a central station easily accessible from all parts of the metropolis, and contiguous to Smithfield and other markets.

City of London Railway.—A notice has been issued by the provisional committee of the above project that surveys have been made for connecting the Great Western and the London and Birmingham Railway, and the proposed London and York, with the city, by a line of railway passing by Battle-bridge, and having its terminus in New Farringdon-street, immediately at the foot of Holborn-hill.

Belgian Methods of preserving Wood and Iron used in the construction of Railways.—All the sleepers now laid down on the Belgian railways are charred, the engineers having no faith in any of the pickling processes. Stands are fixed at convenient intervals for rails in reserve, which are preserved from rust by an anti-corrosive liquid.

Miscellanea.

Partial Destruction of Birkenhead Market.—The new town of Birkenhead, so recently the scene of high festival on the occasion of laying the foundation-stone of the new dock, was visited by a tremendous storm on Saturday, the 2nd inst. At 11 o'clock in the morning, the storm then being at its greatest height, between fifty and sixty yards of the south-eastern wall of the new market, now in course of erection in that town, gave way before the fury of the blast to which it was opposed, and fell towards with a crash so terrible, that the shock startled many persons who were at the time upwards of two miles from the spot. The Market Committee have presented the following report to the Birkenhead Commissioners relative to the contruction of the new market. "The committee have to report, that in consequence of the storm of Saturday last, a portion of the wall of the new market was thrown down. The committee express their conviction that the walls are quite adequate, both as to materials and thickness, for this description of building, there being pillars of two bricks in thickness, 4 feet in breadth, and 11 feet apart. And independent of the pillars there are cross walls to be built for the shops at distances of 10 feet, which, had they been erected, would effectually have prevented the accident." The surveyor's report was as follows:—"On examining the walls of Gill-street Market, I find that the walls are 22 inches thick throughout, built plain, without any projections or supports. The cross walls to shops are 9 inches thick at St. John's. There are pilasters every 10 feet of 22 inches. Then an intermediate panel of 18 inches and a centre panel of 9 inches. The cross walls to shops are 9 inches thick, and at every alternate pilaster in the inside there is a chimney carried up from the shops, which gives considerable support to the walls. The walls at Birkenhead Market are 22½ in the pilaster, 18 in the intermediate panel, and 9 in the filling-in panel. Arches are sprung from pilaster to pilaster, so that the whole weight of roof is carried by the strong pilasters, and not partly by the panel, as is the case in St. John's." Messrs. Tore and Henders, it is said, are the parties with whom the contract for the erection of the edifice was made; another account states that Messrs. Fox, Henderson, and Co. were the contractors.

A Wall of Horns.—In a dark, narrow lane, leading from the ancient town of St. Alban's, in Hertfordshire, to the back meads, which are watered by the River Veron, the way to Shefford Mill, is to be observed, although almost concealed by the obtrusion of ivy and other parasitical plants, a curious old wall, which, upon a close examination, proves to be composed wholly of horns of cattle. This singular structure has the appearance of being of very great antiquity; but no person living in the neighbourhood can give any correct account of its origin. Rumour asserts that some centuries ago, a tanner resided near the spot, who purchased a plot of meadow land contiguous to his factory to build upon, and that, either in spirit of eccentricity, or from penurious motives, with a view to avoid going to the expense of bricks, &c., he caused the wall in question to be erected from the accumulation of horns which he had had lying by him in his tanning yard for many years. Whether such was the case or not, the wall under consideration (such portion of it as is visible) presents a very curious and unique appearance to the eye of the spectator, and as a mural barrier appears to vie in strength and solidity with its neighbouring walls of ancient Verulam.—*Morning Post.*

Valuable and Ingenious Invention.—We have been favoured by Mr. Last, watchmaker, of this town, with the sight of a plan, similar in appearance to an ordinary map, which is so constructed as to enable him from an observation with a circumferenter, to ascertain in five minutes after the appearance of a fire in the surrounding district, the precise route and distance of the same. This must be of the utmost importance in facilitating the advance of fire-engines, and other assistance, to the spot, and have a tendency, by causing their prompt attendance, to check the ravages of the devouring element.—*Bury Farmer's Journal.*